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SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

CD NO.

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INFORMATION REPORT

COUNTRY East Germany

SUBJECT Repair of Locomotives in Railroad  
Repair Shops

PLACE  
ACQUIRED

DATE OF  
INFO

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SUPPLEMENT TO  
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SOURCE

1. Number of Locomotives Repaired in June 1953:

Railroad Repair Shop	Damage Categories						Total
	L0	L2	L3	L4	L4G	EI	
Berlin-Tempelhof	3	4	10	3	-	-	20
Cottbus	9	6	6	7	2	1	31
Chemnitz	5	15	11	2	4	-	37
Schlauroth	3	6	5	1	-	-	15
Zwickau	8	14	6	-	1	-	29
Meiningen	3	13	3	5	3	2	29
Halle	3	9	8	4	3	-	27
Leipzig	3	13	9	1	-	-	26
Blankenburg	1	3	4	3	-	-	11
Stendal	6	14	12	13	2	-	47
Wittenberge	3	3	5	1	-	1	13
Total	47	100	79	40	15	4	285

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2. Numbers of Locomotives Repaired from 1 January through 30 June:

Railroad Repair Shop	Damage Categories											
	L0		L2		L3		L4		L4G		EI	
	T	A	T	A	T	A	T	A	T	A	T	A
Tempelhof	17	21	97	35	123	44	27	16	6	3	10	4
Cottbus	23	23	95	43	64	30	152	43	22	7	17	7
Chemnitz	25	20	137	60	137	55	46	13	22	7	21	2
Schlauroth	8	10	18	26	64	29	26	16	4	1	2	-
Zwickau	32	34	204	90	99	38	104	26	23	6	43	1
Meiningen	26	16	143	70	87	37	105	13	26	6	34	9
Halle	26	13	145	60	155	57	76	22	14	6	26	7

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Railroad Repair Shop	Damage Categories											
	L0		L2		L3		L4		L4G		EI	
	T	A	T	A	T	A	T	A	T	A	T	A
Leipzig	30	15	167	85	199	80	62	9	16	2	38	7
Blankenburg	7	9	21	16	54	26	23	8	4	2	-	-
Stendal	38	31	157	86	112	35	293	102	14	4	6	1
Wittenberge	8	7	23	17	56	30	34	12	2	1	4	4
Total	240	199	1207	588	1150	461	947	280	153	45	201	42

Note: T stands for target, A for actual performance.

3. Number of Locomotives Scheduled to Be Repaired in July 1953:

Railroad Repair Shop	Damage Categories						Total
	L0	L2	L3	L4	L4G	EI	
Tempelhof	1	-	11	2	1	-	15
Cottbus	2	9	4	14	1	2	32
Chemnitz	2	11	12	4	2	1	32
Schlauroth	-	1	6	2	-	2	11
Zwickau	3	18	8	8	2	4	43
Meiningen	3	13	8	9	2	2	37
Halle	2	12	12	6	1	2	35
Leipzig	2	15	16	5	1	3	42
Blankenburg	1	1	5	1	1	2	11
Stendal	3	14	10	25	1	-	53
Wittenberge	1	1	6	2	-	3	13
Basdorf		3					3
Luckenwalde		4					4
Total	20	102	98	78	12	21	331

Note: Basdorf and Luckenwalde are branch shops of the Tempelhof railroad repair shop.

4. Source learned from a letter of the Ministry of Railroads, dated 5 June, that the shortage of special axle driving shafts, medium cylinders, connecting rods, conical springs, funnel tubes, special electrodes, sectional steel, stay bolts, etc., required for repair work on locomotives had lowered the output of locomotive repair shops.

1.  Comment. The target for June was 337 locomotives. It was therefore only 85 percent fulfilled. The output reported for May was at about the same level.

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2.  Comment. The numbers of locomotives repaired during the first half of 1953 remained far below the scheduled performance, particularly in the damage categories L3, L4, L4G, and EI. The non-fulfilment of quotas was mainly due to a shortage of spare parts. See also paragraph 4 of this report.

3.  Comment. The target for July is lower than that of June by six locomotives. However, it appears improbable that even this target will be reached.

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